

76 Mar. 27.

## BEST DAY FOR GILL NETTERS.

HUSTLING LITTLE FLEET LANDED 77,000 POUNDS FISH HERE YESTERDAY.

One Georges handliner, sch. Patriot arrived here yesterday afternoon with 8000 pounds of salt cod and 2000 pounds of halibut.

Four of the fleet at Boston yesterday morning brought down a portion of their fares. They are schs. Belbina P. Domingoes, 15,000 pounds, Mina Swim, 25,000 pounds, Richard, 60,000 pounds and Mary B. Greer, 50,000 pounds.

Yesterday was the best day yet for the gill netters all the fleet being out but one. The banner trip was landed by steamer Nomad, which hailed for 9500 pounds, while steamers Gelsha and Bethulia hailed for 8000 pounds, and F. S. Willard, 7000 pounds each. The total landings were 77,000 pounds.

**Today's Arrivals and Receipts.**

The arrivals and receipts in detail are:

Sch. Belbina P. Domingoes, via Boston, 15,000 lbs. fresh fish.

Sch. Mina Swim, via Boston, 25,000 lbs. fresh fish.

Sch. Richard, via Boston, 60,000 lbs. fresh fish.

Sch. Mary B. Greer, via Boston, 50,000 lbs. fresh fish.

Sch. Patriot, Georges, 8000 lbs. salt cod 2000 lbs. fresh halibut.

Str. Ibsen, gill netting, 4000 lbs. fresh fish.

Str. Alice, gill netting, 3500 lbs. fresh fish.

Str. Quoddy, gill netting, 4000 lbs. fresh fish.

Str. Eagle, gill netting, 3500 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 5000 lbs. fresh fish.

Str. Rough Rider, gill netting, 3500 lbs. fresh fish.

Str. Margaret D., gill netting, 8000 lbs. fresh fish.

Str. F. S. Willard, gill netting, 7000 lbs. fresh fish.

Str. Prince Olaf, gill netting, 3500 lbs. fresh fish.

Str. Nomad, gill netting, 9500 lbs. fresh fish.

Str. Enterprise, gill netting, 4000 lbs. fresh fish.

Str. Bethulia, gill netting, 8000 lbs. fresh fish.

Str. Venture, gill netting, 3000 lbs. fresh fish.

Str. Hope, gill netting, 3000 lbs. fresh fish.

Str. Gelsha, gill netting, 8000 lbs. fresh fish.

**Vessels Sailed.**

Sch. Norma, Georges handlining.

Sch. Carrie C., Georges handlining.

Sch. Eugenia, haddocking.

Sch. Harmony, haddocking.

**TODAY'S FISH MARKET.**

**Salt Fish.**

Handline Georges codfish, large \$5 per cwt., medium, \$4.50, snappers, \$3.

Eastern halibut codfish, large, \$4.75, mediums, \$4.25.

Haddock, \$1.50.

Pollock, \$1.50.

Cusk, large, \$2.50, medium, \$2, snappers, \$1.50.

Hake, \$1.50.

**Fresh Fish.**

Haddock, \$1 per cwt.

Peak cod, large, \$2.15, medium, \$1.75, snappers, 75 cts.

Western cod, large, \$2.25, mediums, \$1.85 snappers, 75 cts.

All codfish not gilled, 10 cts. per 100 pounds less than the above.

Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts.

Bank halibut, 11c per lb. for white and 9c for gray.

**Bait Prices.**

Frozen bluebacks, \$2.50 to \$3 per cwt.

Newfoundland frozen herring, \$2.50 to \$2.75 per cwt.

Shore frozen herring, \$2 to \$3 per bbl.

Frozen squid, \$3.75 per cwt.

Mar. 27.

**Had a Fine Season.**

Capt. Martin L. Welch of sch. Lucania, after a highly successful season in the fresh haddock fishery, has laid his craft up for a short while and will fit for south seining about the middle of April.

Mar. 27.

## ROBINSON'S LARGE PLANT.

Work has begun on the construction of an immense new codfish curing plant for the Robinson Fisheries Co. at Anacortes, Wash., which will be, it is said, the most modern and complete of its kind on the Pacific coast, and equal to any in the country. Work is to be rushed so that the plant may be completed in time to take care of this season's catch.

The main building will be three stories in height, and will have a total floor space of 52,000 square feet. It will be 160 feet long by 90 feet wide with sheds 27 1/2 feet wide on each side and extending up to the second story, making the total width of the first floor 145 feet. The dock for the plant will be 450 feet long by 140 feet wide. The first floor will be devoted to the fish in their wet state and the second for the cured product, while the third will be used for storing cased goods.

## LIGHT DEMAND FOR SALT FISH.

The market for salt fish is off, says the Fishing Gazette. Demand is light; supplies are greater than were anticipated and a lot of people with plenty of excellent fish on hand are wondering what the next two weeks will bring forth. Notwithstanding the grave uncertainty of the immediate future prices are unchanged—yes even firm, in spite of talk of a lower level. Domestic trade in salt fish is quite satisfactory to all concerned. Never before have the people of the United States in a short period consumed more dried codfish of high grade than so far in Lent 1912. Foreign trade continues far below expectations and big holders of stocks for export are puzzled over the lack of consumption of salt fish in the hot climates. Stocks from producing points are moving well, holders there consigning freely in the hope of seeing, apparently, some kind of real money coming to them. The outlook for the 1912 fishing is about the same as a year ago except, perhaps, that more people will be catching and curing fish than were engaged in the industry one year ago.

**Lunenburg Fishing Notes.**

The waterfront is very busy with vessels fitting out for the banks. There were 80 vessels in the harbor on Monday. The wharves are congested with shipping and a forest of masts stretches for nearly a quarter of a mile.

The new schooner R. L. Borden, Capt. Alvin Himmelman, arrived from Riverport on Monday and is now at the wharf of Robin, Jones and Whitman, limited, fitting for the banks.

Schs. Jennie E. Ritcey, Eva June and Artisan are at the wharf of W. C. Smith and Company, limited, fitting for the banks.

Schs. Mayola, Lillian B. Corkum (new) and Edith Marguerite are at Zwicker's wharves fitting for the banks.

Schs. Defender, Marion Adams (new), Gladys and Lillian and Acadia are at Adams and Knickle's wharves fitting for the banks.

Schs. Uramus, formerly owned here, sailed yesterday from Hubbard's Cove for the banks on a fishing trip.

**San Diego Men All Safe.**

The eight vessels reported from San Diego, Cal., last week as having been lost at sea with more than 19 lives on board returned safely to port this week badly battered but with all on board alive. The men were almost dead from fatigue consequent upon keeping the pumps going in a three days' fight with sea and wind. The cost was a full year's profits.

**Portland Fish Notes.**

Several fares of fish were landed at Portland Monday, the principal ones of which were: Albert W. Black 12,000, Eva and Mildred 3000 Angie B. Watson 7000, Fanny Reed 6000, Watauga 4000.

**Fresh Fish Sale.**

The fresh fare of cod of sch. Mina Swim sold to the Henry E. Pinkham Fish company at \$2 a hundred weight for large and \$1.65 for mediums, the market figures on ungilled fish.

**Going After the Pollock.**

Capt. John McKinnon will fit steamer Philomena for pollock seining.

March 27.

## SMALL FLEET IN PRICES BETTER.

NO LARGE FARES AMONG THE TEN VESSELS IN AT T WHARF.

The T wharf fleet this morning consists of three of the steam trawlers with a total of 106,000 pounds, sch. Mildred Robinson also from off shore with 42,000 pounds and six shore crafts.

Steamer Swell had 49,000 pounds, the Ripple 41,000 pounds and the Foam a light fare of about 16,000 weight. Of the shore fleet, sch. Eliza, both W. Nunan has 19,000 pounds, Annie and Jennie, 8700 pounds and Olive F. Hutchings, 7400 pounds.

Prices are better today than they have been for several days, haddock selling from \$2.50 to \$4.50 a hundred weight cod, \$2.50 to \$4.50 right through, hake, \$2 to \$3.50, pollock, \$5; cusk, \$2.

**Boston Arrivals.**

The receipts and prices in detail are:

Sch. George H. Lubee, 11,000 haddock, 1500 cod, 400 hake.

Sch. Annie and Jennie, 2500 haddock, 200 cod.

Sch. Mildred Robinson, 27,500 haddock, 10,000 cod, 4000 hake, 1200 halibut.

Steamer Foam, 13,000 haddock, 3000 cod.

Steamer Swell, 47,000 haddock, 2000 cod.

Steamer Ripple, 38,000 haddock, 3000 cod.

Sch. Olive F. Hutchings, 4000 haddock, 3400 cod.

Sch. Elizabeth W. Nunan, 500 cod, 18,000 hake, 1000 cusk.

Sch. Georgiana, 800 cod.

Sch. Laura Enos, 1600 cod.

Haddock, \$2.50 to \$4.50 per cwt.; cod, \$2.50 to \$4.50; hake, \$2 to \$3.50; pollock, \$5; cusk, \$2.

Mar. 27.

## SPRANG ALEAK ON THE BANK.

SCH. PATRIOT FORCED TO GIVE UP THE VOYAGE AND COME HOME.

Sch. Patriot, Capt. William Bissert, arrived from a Georges' handlining trip yesterday afternoon, the craft having been obliged to abandon her trip on account of leaking.

The craft sailed from here February 24 and after setting on the banks sprang aleak and put into Liverpool, N. S., where temporary repairs were made and again proceeded to Georges but was unable to finish her trip, as she soon commenced to leak again, so badly that it was necessary to give up the voyage and come home.

She brought in 8000 pounds of salt cod and 2000 pounds of halibut and as soon as these are taken out, will go on the ways for an overhauling.

Mar. 27.

**Having New Engine.**

Sch. Saladin will fit next week for southern south mackerel seining under Capt. John Matheson and will probably get away by Wednesday or Thursday. A new gasoline engine, the Standard type, and of 100 horsepower capacity, is being installed.

**Canal Handy Already.**

Business has already begun on the Cape Cod canal. The sch. Crescent sailed up the canal as far as Sagamore a few days ago where she anchored and discharged her cargo of fresh fish which was shipped to Boston.

**Fishing Fleet Movements.**

Schs. Margaret Dillon and Virginia arrived at Liverpool, N. S., last Saturday and cleared for the fishing grounds.

Mar. 27.

## IS GOING TO LIVERPOOL, N. S.

WILLIAM H. PERKINS SECURES PLANT AND WILL LOCATE THERE IN FISH BUSINESS.

The fish and business interests of the city will regret to learn that William H. Perkins is soon to leave here to engage in business for himself at Liverpool, N. S.

Mr. Perkins has secured the fishing stand of the late Andrew McNutt at the entrance of Liverpool harbor, which is well adapted for carrying on the fishing business.

For the past 30 years, Mr. Perkins has been engaged in the fishing business and has made a reputation for the curing of first-class fish. He knows the business from A to Z in all its branches. He now intends to make a specialty of the Canadian stock salted boneless codfish for the Canadian and Boston market.

He will leave Boston by the Yarmouth steamer next Tuesday with the best wishes of all for much success in his new enterprise.

Mar. 27.

## PROSPERITY IN NEWFOUNDLAND.

Newfoundland is passing through a period of unequaled prosperity as indicated by the colonial budget presented to the Legislature by the minister of finance yesterday.

The fiscal year, which ended in June, 1911, showed a surplus of \$170,000, and the present year will equal if not exceed that, he said. In the matter of import and export trade there was an increase of more than \$750,000, while the customs revenue for the past eight months has exceeded that for the same period of last year by \$180,000. These figures, it was reported by the minister, indicate the largest normal increase in the history of the colony.

The Legislature was asked by the minister to provide an appropriation of \$2,000,000 to complete branch railroad construction and \$250,000 for lighthouse and telephone extension.

March 27.

**Fine Stocks.**

Capt. William H. Thomas of sch. Thomas S. Gorton, stocked \$2133.33 on his recent haddock trip, while the crew shared \$49.39 clear. Capt. Thomas has been getting in his old time work in the winter haddock fishery and is among the leaders as usual.

Sch. Terra Nova, Capt. John Hickoy stocked on his recent trip \$2265, while the crew's part was \$56 to a man.

**Ice on Grand Bank.**

Captain Keith of the British freighter Aberlen which arrived at Philadelphia recently reported encountering a vast area of drifting ice on which rode hundreds of seals. The vessel struck the huge floe east of the Grand Bank and was obliged to steam through it for 50 miles.

March 28.

**Sealers Doing Better.**

The Newfoundland seal fishery prospects, which have appeared very unsatisfactory previously, took on a more hopeful look yesterday when word was received at St. John's that the ships had found the main body of the seal herds among the ice floes and about one-third of the fleet had made a good killing.

**Caught Big Sea Bass.**

Capt. McDonald of Pass Christian, Miss., and four men out dory fishing in the Gulf caught a sea bass weighing 440 pounds, which required seven and a half hours to land.

**Fishing Fleet Movements.**

Schs. Fannie E. Prescott, Helen B. Thomas and Buema were at Liverpool, N. S., Monday and cleared for the fishing grounds.



# NOW PROCEED TO "SAVE THE CLAM"

## If You Would Have Them to Eat in the Future.

Again the cry has gone forth to "Save the clam," shouted loudest by those who want to eat the clam. Indeed, if the public wishes to continue to eat clams it would be better, paradoxical as it may sound, proceed to save them, says Winthrop Packard of the Boston Transcript.

Whoever is in search of anguish may imagine a menu card without little-necks, if he will, or a shore dinner without the scent of the "soft" clam sending forth its appetizing flavor on the steam of the smothering rockweed. Unless something is soon done this joyless condition of affairs will arrive; indeed at many a seaside nook it is practically at hand. The clam is going, from many a mile of once productive beach is gone, and the quahaug, whose lair is found not only above low tide, but also 70 feet deep in the brine, finds even the bottom of the deepest channel no place of safety.

Mr. Packard goes on to say in the following article, which will be found very interesting:

To keep our clams and eat them too is the problem now perplexing Massachusetts, and a bill is before the General Court which it is hoped will bring about this much to be desired Alice-in-Wonderland result. This is known as House Bill No. 672, and though it seems to the casual reader mild enough in its provisions, it is hailed by one faction of interested citizens as a panacea for all the ills which the flesh of bivalves is heir to, and by others it is cursed as being one more abrogation of the rights of man. As the law now stands the right to lease tidal flats for the culture of clams, quahaugs and other mollusks for food or bait is vested in the selectmen of the town on whose shores the clam flats lie. This law proposes that this right be taken from the selectmen of the towns and reinvested in the Massachusetts Fish and Game commission.

### Clams, or No Clams.

The approval of the law comes from

the Fish and Game commission, which has made a careful scientific survey of the situation, has studied it in all its bearings and certainly ought to know what is good for the clam, and from the men in general, who are interested in the fisheries in a broad way, either as business men or biologists. The disapproval comes from the local politicians of towns having clam flats who thus see taken from them one more of those opportunities for political patronage, which make their calling and election sure. How much these have to do with the stirring up of deep-seated resentment against the law on the part of the clam diggers themselves, no man may know, but it is certainly true that the clam diggers, who are neither politicians nor biologists refer to the proposed change with oburgations loud and picturesque. The winter northers blow the sulphurous smoke of their remarks from Joppa flats to Cuttyhunk.

Nor can you blame them. It is the old outcry of the primitive man in the pathway of what we call progress. For generations the borders of the clam flats have housed the clam diggers, a hardy, primitive folk who have wrested a rather poor living from the mud. At the worst there is always food at the door of these men and the tide bares it twice a day. At the best, when the demand is good and prices fair, they can daily by hard labor dig the worth of a few dollars from the flats. Perhaps the largest number of clam diggers in any one locality in the Commonwealth live on the borders of Newburyport in a hamlet known as Joppa. More than a hundred men there get their living in the main by clam digging. This is the northern border of what is today the best clam producing section of the state, the level shores that lie behind Plum Island and in general between Salisbury and Gloucester. On the Cape are other areas, once very productive, now sadly depleted. Buzzards Bay was once thought to have an inexhaustible supply of clams, but the experiences of later years sadly disprove it.

As with the clam so with the quahaug, and this is the more to be won-

dered at as the quahaug's range is so much greater. The clam can live only between mean low and mean high water, on certain flats which are of the proper consistency to hold him and where the tides sweep freely, bringing him the right food. The quahaug can live there too, and he can also be found thriving far down in the green water on bottom where the industrious fisherman has to reach him with a rake on the end of 60-foot pole. Yet the quahaug is vanishing about as rapidly as the clam.

These two fisheries are the ones principally affected by the proposed new law. The scallops, as I will try to explain later, are out of it because of their habits of life. So are the oysters, because long ago the thing was fought out and settled in regard to the oyster beds. Such oyster beds as are left to us here in Massachusetts are the result of careful planting, are as carefully harvested and religiously guarded from trespass. Once any man might take oysters where he could find them, just as any man may today dig clams on most of the flats where they still exist within the Commonwealth. The law settled that matter long ago. Oysters are the aristocrats of shellfish, and are now practically in the hands of a monopoly. Oysters once thrived in the Charles River, probably not far from the site of the present Public Library. In 1634 William Wood in his "New England Prospects" speaks of a great oyster bank there and also in the Mystic River. They were once found at Weymouth, Ipswich, Barnstable and Rowley. All along south of the Cape they were found, and traces of them still remain, though so far as commercial purposes go these natural beds are gone forever. It is safe to say that without the present system of leasing and propagation Massachusetts would not have had an oyster to its name.

### Time To Stop the Slaughter.

As free as the oysters were to the first settlers, so free have the clams and quahaugs been to all fishermen till just within a few years, when it became evident that what belonged to everybody would soon belong to nobody, so rapid was the rate of decrease. The state then began to step in with regulations, and the towns which had clam flats and which long ago had regulated their local fisheries to a greater or less extent, began to increase and modify restrictions, all with the view of perpetuating the rapidly decreasing supplies of clams and quahaugs. In spite of rapidly decreasing demand and soaring prices the quahaug catch decreased, until it was hardly a fifth of what it had been. Some clam flats were utterly exhausted and the supply from the greater beds that had seemed inexhaustible was kept up only by the entrance of more men into the pursuit, stimulated by the higher prices. In the year 1907 the Cape had invested in quahaug fisheries a capital of almost a hundred thousand dollars and the total yield for the year was valued at \$194,687. To decrease the returns of such an industry by four-fifths means a serious loss to those engaged in it, to say nothing of the loss of a delectable food product to the community at large.

Nor have all the regulations of local boards helped materially. The big-necked soft clams have gone the way of the little-necks. On the South Shore of the state today in hundreds of places where the ground was once fairly alive with them it is difficult for the ordinary man to get enough for a "mess." In 1879, 90 men dug 40,000 bushels of clams from Boston Harbor flats, the value being reckoned at \$20,000. In 1907 on the same flats 350 licensed diggers found only 7500 bushels, though the price had gone up so that they got \$6000 for their catch. In 1907 in the New Bedford district 332 licensed diggers got only 1600 bushels, worth \$1685. These last figures show the almost complete depletion of the New Bedford flats,

Some specially favored localities north of the Cape have held up much better than this. In some there is indeed a marked increase in yearly output. Salisbury and Newburyport, for instance, sent to market, in 1879, 28,800 bushels worth \$11,520, and in 1907 they produced 70,500 bushels, worth \$77,500. This is a great increase, but in 1879 only 60 men were engaged in digging, while in 1907 240 men were at it. It took four times as many men to find a little over twice as many bushels, and they undoubtedly worked harder and longer hours, stimulated by the high prices, to get them. In the same way Ipswich doubled her production and Essex showed a slight increase. But Gloucester, that once supplied her fishing fleets with clams from the Annisquam, has practically cleaned them out and has to look elsewhere for her clam bait.

Of course, in some instances, other causes than the rake of the clam digger have depleted the flats. In winters like the present ice floes form on the flats, freeze to the surface, and with the rise of a specially high tide,

take it to sea and drop the clams to the ooze in deep water, where the cod make merry with them. No doubt next spring we shall hear of a scarcity of all shellfish from this cause. Storms and freshets change the configuration of the surface of tide flats and sometimes make them barren. One great cause of the loss of shellfish at the mouths of rivers is the sewage which cities are strangely allowed to dump in their waters. Clam digging is now forbidden in great tidal areas in Boston harbor because of this.

But for all this, with the exception of the scallops, the passing of the shellfish is directly due to unrestricted overfishing by man. There seems to be no doubt of that on the part of the highest scientific authorities and the best-informed observers in general. The scallop is so short-lived that he suffers least of any from overfishing. The taking of young scallops less than a year old is disastrous, but at that age the scallop is too young to be of much use, though even these youngsters are sometimes fished out. The scallop spawns at a year old, and dies of old age, usually, before another spawning season comes around again. So the fishermen who takes scallops that have spawned once merely anticipates nature by a few months, and to clean out a bed of mature scallops is to do no harm to the future of the race. Unfortunately so great is the demand and so high the price at times, that even the little "seed" scallops are taken, thus completely destroying the beds in that locality, if not forever, at least for a long term of years.

### No More "Plenty for All"

Such is the condition of the shell fisheries of the state, a bad one, and one steadily growing worse under the free-for-all methods of fishing at present obtaining. When our population was so small and methods of transportation so primitive that the demand could not begin to deplete the supply, this condition was ideal. Fifty years ago this was the state of affairs in Massachusetts, and it did very well to let any man who wished dig all the clams, dredge all the quahaugs, tong all the oysters he cared to. There was plenty for all. The original laws declared the tide flats the property, not of the communities bordering them on the land side, but of the entire Commonwealth. Later the fallacy came to be commonly accepted that these flats were rightly held in common by the shore communities, to the exclusion of their neighbors a little farther off. It is this later policy which seems to have been disastrous to the shell-fish industry. By means of it oversight by the Commonwealth seems to have degenerated into a species of town control, dividing the interests of the whole, which are always identical, into a series of separate units, even these, with changes of local politics, changing in their policies yearly.



March 28.

Under such conditions, with demand, prices and the number of available fishermen increasing rapidly, it came long ago to be a scramble whose only motto was "every man for himself and the devil take the hindmost." In this case the hindmost has been the shellfish supply, and somebody certainly has taken it. Here were splendidly productive acres where all might reap and no man would be fool enough to sow. No wonder they have been exhausted. The remedy, if remedy there is, could only come through control of the flats by somebody, and the intelligent cultivation of them. For shellfish, quahugs, clams, oysters, scallops, reproduce themselves by countless millions and may be planted and dug as readily as potatoes. Accordingly, some years ago, the selectmen of towns were empowered to rent flats in small areas to clam farmers. The Massachusetts Fish and Game Commission has proved experimentally that tidal flats, with small outlay, may be made to produce, year after year, a crop that, acre for acre, is of far more value than that of any upland garden.

In theory the plan should be successful. In practice it has not increased the general crop of shellfish. The diggers have not taken kindly to the idea of becoming planters also. Perhaps this is due to certain inherent qualities in clam diggers. Perhaps it is just human nature. When a man has always had clams simply for the digging, why should he bother to plant them, too? But the diggers have been strongly against the clams being planted and the planted ground then monopolized by anybody else. Have they not always dug clams scot free on those flats? Who shall interfere with freedom inherited from the forefathers through the generations?

#### Restriction the Only Salvation.

There may be something in this, too, but certainly there are no shellfish in it for the future generations, and only a few high-priced ones for the present. It may be, too, that clam farmers have not been plentiful because of the conditions under which flats may be leased. The term is only for five years. Selectmen in coast towns often last only one year, and new officials have new friends. What shall it profit a man to get a clam farm well established and then, at the end of a few years, find it let over his head to his deadly rival in business? Very little, one would say. Excepting in fortunate, rather rare, instances, control by the towns seems to be a good deal

of a failure. Now it is proposed to substitute control by the state through the Fish and Game Commission. Amongst the brainier men interested in the industry this seems to be a reasonable solution of the difficulty. It will put the control of leases in the hands of one responsible body, and one changing its personnel far less often.

If this results, and for the good of those who love little necks and the appetizing odor of big necks steamed under rock-weed it is to be hoped it will be, in extensive leasing of flats and the cultivation of shellfish on a scientific basis, a good thing for the public at large. In it, to be sure, the free-lance clam digger foresees his doom as such, and in a way it is a pity. He will be forced to clam for wages which will mean competition with the keenest of low-priced labor. He professes to foresee, and it is quite likely he is right, the whole shellfish industry of the coast in the hands of large capital and the freedom of the flats which he loves gone forever.

The tonging of oysters, once as free as the digging of clams, has thus with-

in a few decades passed into the hands of monopoly. We get our oysters now spielshipt, so to speak, packed in oratorical tin, sterilized, fumigated and tied with a pink ribbon, for all of which we pay, whether we need the ribbons and oratory or not. But they are good oysters, and without conditions of monopoly oyster beds and scientific culture which have produced the be-ribboned variety we should probably have had no oysters at all, and the proposed new law may do it. As between high-priced, pink-ribboned clams and none at all we shall certainly shout for the pink ribbon.



March 28.

## FARES CONTINUE FEW AND SMALL

DEMAND IS FAIR AND PRICES ARE SOMEWHAT BETTER IN CONSEQUENCE.

Fish receipts at Boston this morning consisted of two off shore and 12 shore crafts, with about 195,000 pounds among them.

The steam trawler Surf brought in 71,000 pounds and sch. Evelyn L. Thompson, 48,000 pounds. Several of the shore boats have good fares, sch. Sadie M. Nunan having 19,000 pounds, Natalie J. Nelson, 12,000 pounds, W. M. Goodspeed, 16,000 pounds, Tecumseh, 16,000 pounds.

Haddock sold at \$2.75 to \$3.35 a hundred weight, large cod, \$3.75 to \$4, market cod, \$3.60, hake, \$2 to \$4 and pollock, \$4.

### Boston Arrivals.

The fares and prices in detail are: Sch. Georgiana, 800 cod. Sch. Cherokee, 800 cod. Sch. Laura Enos, 700 cod. Sch. Genesta, 2500 haddock, 1000 cod, 1000 cusk. Sch. Marion, 1000 cod. Sch. Sadie M. Nunan, 11,000 haddock, 3000 cod, 5000 hake. Sch. Evelyn L. Thompson, 26,000 haddock, 14,000 cod, 8000 hake. Sch. Natalie J. Nelson, 8000 haddock, 4000 cod. Sch. W. M. Goodspeed, 14,000 haddock, 1000 cod, 1000 hake. Sch. Tecumseh, 12,000 haddock, 4000 cod. Sch. Rita A. Viator, 7000 haddock, 700 cod, 200 cusk. Sch. Manomet, 3500 haddock, 800 cod, 1500 hake. Sch. Olivia Sears, 1200 cod. Steamer Surf, 65,000 haddock, 6000 cod.

Haddock, \$2.75 to \$3.35 per cwt.; large cod, \$3.75 to \$4; market cod, \$3.60; hake, \$2 to \$4; pollock, \$4; cusk, \$2.

### MARINE MUSEUM.

#### At Long Wharf Contains Odd Things Brought In By Other Trawlers.

So interesting are the "finds" drawn up from the depths of the sea by the new steam trawls operating along the North Atlantic coast that a project has been started for the opening of a marine museum on Long wharf, Boston.

Not long ago a box of ancient coins was recovered. Some were of Chinese mintage. Parts of cargoes of vessels lost along the ocean lanes to Europe in years past are often brought up.

On her latest trip in steam trawl Crest brought in a large skiff of peculiar workmanship which had been under water for half a century. Anchors, cables, rings, large stones and many uncommon forms of animal and vegetable life are other recent additions to the collection at Long wharf.

### Porto Rico Fish Market.

Arrivals of fishstuffs at Porto Rico for the week ending March 12, according to the weekly market report of S. Ramirez & Co., were 219 tcs of codfish, 1244 tcs. pollock, 232 bdls. and 520 boxes of bladders and smoked herring. Inquiry for codfish has continued very satisfactory, but on the whole rather weaker than usual at this time of year. Plentiful supplies are reported on the way, and even with a fair demand all we can expect is to sustain present values. Trade in pollock and haddock continues very indifferent as yet, and sales can only be effected at very low prices and in small quantities. We quote on usual net ex wharf basis: Large codfish, \$8 per 100 lbs.; medium codfish, \$7.75 per 100 lbs.; pollock and haddock, \$4.25 per 100 lbs.

### The Norway Cod Catch.

Commenting on the latest government reports about the codfish catch in Norway, which is given as amounting to 16,800,000 pounds for 1912, against 5,400,000 pounds for 1911, the weekly market report of the Strohmeier & Arpe Co. says: "The figures show that a comparatively large quantity has been prepared for round fish this season, but unfortunately the weather has been extremely cold up North, and it is likely that a very large percentage, if not the entire quantity, will show more or less frozen fish, which is not wanted by the American trade. Of course, this refers to round fish only, and has no influence on splitfish, which is produced later in the season."

March 28.

## BROKE ALL OF THEIR RECORDS.

GILL NETTING FLEET HAD 100,000 POUNDS HERE YESTERDAY AFTERNOON.

Yesterday was a big one for the local fleet of gill netters, the total landings of the steamers being nearly 100,000 pounds, the largest day's catch since the operations of these crafts from this port.

Steamer Nomad landed the biggest fair, having 14,500 pounds. All the steamer did well in fact, other large trips being steamers Geisha, 11,000 pounds; Bethulia, F. S. Willard and Margaret D., 10,000 pounds each. The entire catch was iced and boxed and sent to the Boston market.

Not an off-shore arrival put in an appearance during the forenoon. A number of vessels sailed this morning, taking advantage of the fine spring weather.

### Today's Arrivals and Receipts.

The arrivals and receipts in detail are: Steamer Ibsen, gill netting, 3000 lbs. fresh fish. Steamer Alice, gill netting, 1200 lbs. fresh fish. Steamer Quoddy, gill netting, 5000 lbs. fresh fish. Steamer Eagle, gill netting, 2500 lbs. fresh fish. Steamer Naomi Bruce, gill netting, 5500 lbs. fresh fish. Steamer Mindora, gill netting, 3000 lbs. fresh fish. Steamer Rough Rider, gill netting, 5000 lbs. fresh fish. Steamer Margaret D., gill netting, 10,000 lbs. fresh fish. Steamer F. S. Willard, gill netting, 10,000 lbs. fresh fish. Steamer Prince Olaf, gill netting, 2000 lbs. fresh fish. Steamer Nomad, gill netting, 14,500 lbs. fresh fish. Steamer Enterprise, gill netting, 9000 lbs. fresh fish. Steamer Bethulia, gill netting, 10,000 lbs. fresh fish. Steamer Venture, gill netting, 2000 lbs. fresh fish. Steamer Hope, gill netting, 2200 lbs. fresh fish. Steamer Geisha, gill netting, 11,000 lbs. fresh fish. Sch. Little Fannie, shore. Sch. Mary Emerson, shore. Sch. Gracie, shore.

### Vessels Sailed.

Sch. Raymah, haddock. Sch. Actor, haddock. Sch. Edith, Silveria, haddock. Sch. Clara G. Silva, haddock. Sch. Mettacomet, haddock. Sch. Norma, Georges, handlining. Sch. John Hays Hammond halibut.

### TODAY'S FISH MARKET.

#### Salt Fish.

Handline Georges codfish, large \$5 per cwt, medium, \$4.50, snappers, \$3. Eastern halibut codfish, large, \$4.75, mediums, \$4.25. Haddock, \$1.50. Pollock, \$1.50. Cusk, large, \$2.50, medium, \$2, snappers, \$1.50. Hake, \$1.50.

#### Fresh Fish.

Haddock, \$1 per cwt. Peak cod, large, \$2.15, medium, \$1.75, snappers, 75 cts. Western cod large, \$2.25, mediums, \$1.85 snappers, 75 cts. All codfish not gilled, 10 cts. per 100 pounds less than the above. Cusk, large, \$1.50, medium, \$1.20, snappers, 60 cts. Bank halibut, 11c per lb. for white and 9c for gray.

#### Bait Prices.

Frozen bluebacks, \$2.50 to \$3 per cwt. Newfoundland frozen herring, \$2.50 to \$2.75 per cwt. Shore frozen herring, \$2 to \$3 per bbl. Frozen squid, \$3.75 per cwt.

Mar. 28.

### With Spinney In Command.

Sch. John Hays Hammond sailed on a fresh halibuting trip this forenoon, in command of Capt. Lemuel E. Spinney it being his first trip in the craft since last fall.

Mar. 28.

## GLOUCESTER WAS WAY AHEAD.

OF BOSTON IN FISH RECEIPTS LANDED FOR THE MONTH OF JANUARY.

The total number of pounds of fish landed at Gloucester for the month of January, according to the bureau of fisheries was 10,076,828 pounds, valued at \$267,348, of which 5,846,945 pounds, representing in value \$185,254, were fresh fish, and 4,229,883 pounds valued at \$82,094 salt fish.

The total amount of fresh fish landed at Boston for the same period was 3,335,850 pounds, valued at \$125,732.

The receipts for Gloucester and Boston follow:

### Gloucester.

	Pounds.	Value.
Fresh cod	192,218	\$7,807
Salt cod	88,432	4,873
Total cod	280,650	12,680
Fresh haddock	739,217	21,789
Salt haddock	3,400	55
Total haddock	773,217	21,844
Fresh cusk	17,830	359
Salt cusk	1,255	32
Total cusk	19,085	391
Fresh hake	58,015	1,636
Salt hake	5,230	98
Total hake	63,245	1,734
Fresh pollock	405,173	15,607
Salt pollock	12,036	182
Total pollock	417,229	15,789
Fresh halibut	46,992	6,431
Salt halibut	382	33
Total halibut	47,374	6,464
Fresh herring	4,387,500	131,625
Salt herring	4,119,128	76,821
Total herring	8,506,628	208,446
Total	10,076,828	\$267,348

### Boston.

Fresh cod	765,550	\$36,590
Fresh haddock	1,997,300	66,355
Fresh cusk	146,400	4,594
Fresh hake	296,800	11,925
Fresh pollock	114,900	4,146
Fresh halibut	14,900	2,122
Total	3,335,850	\$125,732

### Sealing Report.

The first news of the sealing fleet has been received at St. John's, N. F., from Capt. William Winsor of the Beothic, who says:

"Struck small patch of seals March 15; 27,000 in patch; Beothic, 10,000; Adventure, 10,000; Newfoundland, 5000; all cleaned up; started to look for main patch; steamed 20 miles last night; plenty old harps; think near main patch; Nascopie's propeller on; ready to start at noon; Erik's men aboard yesterday, now 10 miles a stern; Algerine in company, got 2000; met Eagle, March 15, 2000; Fotoza, 2000; Sagona here; Florizel, Bella-venture and Bonaventure away N. N. E., jammed; done nothing up to present; also Stephano; large sheets of ice; difficult to get through; some families of hoods; all that desired."

### New Lunenburg Banker.

There was launched from the shipyards of J. Ernst & Son at Mahone Bay on Saturday the trim fishing sch. William H. Smith of 95 tons built for a Lunenburg firm. The new vessel is 121 feet long, 25 feet beam and 10 feet, 10 inches depth of hold and spreads 250 yards more canvas than the Lunenburg clipper Clintonia and the Smith is a sister ship to the speedy Nita M. Conrad.

This is the third schooner Messrs. Ernst have completed since last August. On the stocks now are three vessels, two being motor boats and the other a fishing smack. They have contracts to build three fishing schooners during the coming summer. This speaks well of this enterprising firm.

### Portland Fish Notes.

The fishing vessels all report fish as very scarce this spring, the netters especially meeting with poor success. The steamers Carrie and Mildred and the Alice arrived at Portland yesterday with only 500 pounds each. New haddock, however, are just coming on and better luck will probably attend the fishermen after this week.

March 28.

## THE DANGER OF BEAM TRAWLING.

DESTROYS FLEET AND ALLOWS FEW TO CONTROL SAYS THE COAST GUARD.

The two great and most menacing dangers the adoption of the steam trawlers means to our fishing industry is in respect to the destruction of our fine fishing fleet, and in the whole industry coming under control of a few large firms says the Nova Scotia Coast Guard. There can be no doubt whatever that the invasion of the trawler means the steady but sure destruction of our fishing fleet for it is impossible for the two methods to exist. And experience shows that the trawler crowds out the fishing vessel from the waters where the trawler operates. What this means to Nova Scotia can be easily imagined. The other of the two great dangers alluded to—the monopolization of the fishing business by a few large firms—is to our mind, fraught with a peril of very great seriousness. It is well known that the most independent citizenship we possess, is composed of the men engaged in the fishing industry.

They are absolutely their own masters, and their skill and daring is their largest asset in support of this independence. The invasion of the steam trawler means that their independence of occupation is gone, and they become merely the "hewers of wood and drawers of water" for the large and monopolistic trawler companies. At present it does not require large capital to engage as an active operator in the fishing business, and the result is that thousands of our fishermen are owners of vessel stock, and participate in the active management of the business. The steam trawler requires large capital, in connection with outfit, auxiliary vessels and packing and curing stands. It would be a bitter day for our fishermen when they become dependent upon a monopoly.

Our fishermen need well to understand that powerful interests will seek to press the economic side of the trawler question upon the governments interested. It may be true that a larger catch can be procured by the trawler, and at less expense, than by the present methods, but the menace to our valuable fishing grounds, the destruction of our fishing fleet, and the general demonstration of our fishing communities is a heavy price to pay for the problematic increase in the catch and saving in operating expenses. It should be strongly impressed upon the fishermen that insistent representation be made to the governments. The lack of good organization is now evident. The fishermen have not been alive to the importance of organization, and now that they are facing a crisis, the weakness in this respect is evident. Representatives and governments are influenced by organized public opinion, and the "big interests" in their operations, have always been adepts in presenting a strong case to the powers that be. Individually our men can do much. Present your views to the men who make and influence our laws.

It has been said that our fishing industry has about reached the limit of the development under present methods. The scarcity of men and the lack of vessels is given as a reason for this verdict. Men who are alive to the business outlook say that we are just approaching the wide open sea of development, and that there will be a great expansion of the business in the immediate years. Cold storage plants and transportation facilities will greatly enlarge our off-shore fisheries, and will naturally bring to us hundreds of our men now fishing in American vessels. Once the trawler question is settled in favor of our fishermen these problems will come up for speedy solution.

Mar. 28.

### Patents and Trade-Marks.

Saville, Somes & Co., of Boston, Mass. have applied for registration of the words "Red Feather," surmounting feather, as a trade-mark for canned fish. Ser. No. 44,144. Claims use since May, 1904.

The Massachusetts Net Co. of Boston, Mass. has applied for registration of a design showing fish caught in a circular net, as a trade-mark for fishing nets. Ser. No. 60,171. Claims use since Nov. 4, 1911.



# 78 March 28. LUNENBURG BANKERS AWAY.

The annual spring fishing trip to the banks of the Nova Scotian fishermen, in preparation for which shipbuilding and outfitting has been carried on extensively for the last month, is now about to start. Last week several schooners constituted the advance guard as it were, but now the main body of the fleet is getting under way. Thirty vessels have already cleared from Lunenburg and hundreds of men are busily engaged along the water front of that place fitting the remaining schooners. The marine railway there is taxed to capacity, while flags are flying from the big fish concerns' offices. The names of the vessels that have cleared are:

Hazel L. Hickey Capt. Lemuel Ritcey.  
Douglas Adams, Capt. Wm. Decorsey.  
Falka, Capt. Charles Conrad.  
Benevolence, Capt. Leo Corkum.  
Marion Mosher, Capt. John Mosher.  
Evelyn V. Miller, Capt. Wm. Miller.  
Uda A. Saunders, Capt. Scott Corkum.  
Muriel E. Winters, Capt. Henry Winters.  
Carrie L. Hirtle, Capt. Jas. Hirtle.  
M. M. Gardner, Capt. Newton Backman.  
Beatrice S. Mack, Capt. George Backman.  
Artisan, Capt. John Waters.  
Harry W. Adams, Capt. Daniel Zinch, high-line last year.  
Doris V. Myra, Capt. Clarence Myra.  
Hawanee, Capt. William J. Cook.  
Lewis H. Smith, Capt. Joseph H. Westhaver.  
Jennie E. Ritcey Capt. Arthur Ritcey.  
William C. Smith, Capt. Albert Selig.  
Revenue, Capt. Benjamin Cook.  
Juanita Capt. Wallace Slauenwhite.  
Benjamin C. Smith, Capt. John Corkum.  
Eva June, Capt. Artemas Schnare.  
Alma Nelson, Capt. Alfred Backman.  
Campania, Capt. William Zinch.  
Assurance, Capt. Lameck Knock.  
Lucille B. Creaser, Capt. Arthur Creaser.  
Cecil L. Beck, Capt. Abbot Beck.  
Clintonia, Capt. Emiel C. Mack.  
Henry L. Montague, Capt. Abram Cook. High-line two years ago.  
Acadia, Capt. Charles Knickle.

# March 28. IT WILL HAVE STRONG SUPPORT

WASHINGTON DISPATCH SAYS  
DR. SMITH WILL AID ANTI-  
BEAM TRAWL BILL.

A Washington dispatch of yesterday says: "Richard W. Freeman, secretary of the Gloucester Board of Trade, and Capt. C. C. Young, who are here representing the Gloucester fishing interests in support of Representative Gardner's bill to prohibit beam and otter trawling, spent today visiting government officials and gathering information for their campaign. They were introduced to the President by Representative Gardner and also Assistant Secretary of the Treasury Andrew and Deputy Fish Commissioner Smith.

"The Gloucester fishermen are counting heavily on the support of Deputy Fish Commissioner Smith. He is making a special study of beam trawling and will meet the Gloucester representatives daily during their stay in Washington. When the hearings on Mr. Gardner's bill are held, Dr. Smith will appear in support of it."

# March 29. GAIN THE DESIRED POSTPONEMENT.

Gardner Anti-Beam Trawling

Bill Hearing Comes

In May.

Connolly, With Local  
Committee, States  
the Case Plainly.

James B. Connolly of Boston, author of many stories of the Gloucester fishermen, arrived in Washington yesterday to join the delegation in support of Representative A. P. Gardner's bill to prevent the landing of fish caught by beam or otter trawlers.

With Capt. Young and Mr. Freeman he conferred with several members of the Massachusetts delegation and with Chairman Alexander of the Committee on Merchant Marine and Fisheries, to which Mr. Gardner's bill has been referred.

After luncheon with Mr. Gardner, Mr. Connolly, Capt. Young and Mr. Freeman talked with Representative Peters and Curley. Later Representative Murray took them to the Committee on Merchant Marine and Fisheries and introduced them to Representative Alexander. There they found that the hearing on the Gardner bill, which had been set for April 25, had been postponed until late in May. This was good news to the Gloucester delegation, as its members wish time to prepare themselves.

## Campaign Of Education.

"We are here for the purpose of beginning a campaign of education," said Mr. Connolly. "There are probably not half a dozen men in the House outside of those who represent fishing districts, who know what a beam trawl is. We feel confident that when they

become familiar with the facts in the case they will readily appreciate the merit of Mr. Gardner's bill.

"This beam trawl, which is dragged along the bottom of the ocean, is a most destructive agent. It scrapes the bottom, leaving a bare surface to which fish will not afterward resort.

"Besides the material damage to American fishing interests the steam trawlers, if they are allowed to continue, are certain to drive from the sea the present fine type of deep-sea fishermen. Another thing, the present sailing men work on shares—that is, it is a purely co-operative business—there is a no wage system. The steam trawling crews get wages. There is a small percentage which the steamer crews receive in addition, but it is so small that it requires an extraordinary catch to make it worth while.

"On steam trawlers the crew does not have to go into dories, and the result is that instead of real fishermen their crews are being made up of men who need know nothing of the sea. They are merely landmen afloat, but these landmen all profit by the resources and daring of the real fishermen, for the steamer crews do not seek out new grounds or even new places to set. By their methods the steam trawlers also destroy so many fish which are too small for market that the waste is criminal. They also destroy much of the sailing schooners' gear, and this must be paid for by the fishermen themselves."

## March 29.

### New Fishing Craft Measured.

The new sch. Mary, built at Story's yard, Essex, measures 113.8 feet long, 25.7 feet beam, 12 feet deep and registers 140 tons gross and 93 tons net.

The new sch. Ellen and Mary, a sister craft, built at Tarr & James' yard, measures 109.7 feet long, 25.5 feet beam, 12.2 feet in depth and registers 142 tons gross and 97 tons net.

### Safer Afloat Than Ashore.

The Erie "Herald" says facts and figures bear out the seaman's feeling that he is safer afloat than ashore, and adds that during the past year 473,531,305 passengers were carried by steam vessels, with only 74 deaths, while railroad statistics compare most unfavorably with those figures.

# Mar. 29. MANY MARKET BOATS ARE IN.

SOME FISH AT T WHARF TODAY  
WILL GO TO THE  
SPLITTERS.

Arrivals at T wharf since yesterday morning, comprise 21 arrivals, the fleet with the exception of five from off shore, being from the shore.

Sch. Jorgipa brought in 120,000 pounds, but disposed of only a part of her trip, bringing 70,000 pounds to Gloucester. Other arrivals are schs. Esperanto, 76,000 pounds; Georgianna, 95,000 pounds; all from yesterday. Frances S. Grueby, 77,000 pounds and steamer Spray, 42,000 pounds.

Haddock was quoted at \$1.85 to \$3.50, a hundred weight, large cod \$3 to \$4.25, market cod, \$2 to \$3.35 and cusk \$2.

### Boston Arrivals.

The receipts and prices in detail are:

Sch. Esperanto, 40,000 haddock, 36,000 cod.

Sch. Jorgina, 70,000 haddock, 50,000 cod.

Sch. Mary Emerson 800 cod.

Sch. Georgianna, 400 cod.

Sch. Laura Enos, 400 cod.

Sch. Georgianna, 40,000 haddock, 45,000 cod.

Sch. Lillian, 400 cod.

Sch. Marion, 1000 cod.

Sch. Flaviola, 10,000 haddock, 1500 cod, 1500 cusk.

Sch. Valentinna, 8000 haddock, 500 cod.

Sch. Esther Gray, 4000 haddock, 800 cod, 1300 pollock.

Sch. Emily Sears, 1500 haddock, \$100 cod.

Sch. Magnolia, 1700 haddock, 300 cod.

Sch. Priscilla, 6000 haddock, 6500 cod.

Sch. Frances S. Grueby, 50,000 haddock, 27,000 cod.

Str. Spray, 37,000 haddock, 5000 cod.

Sch. Stranger, 14,000 haddock, 2600 cod.

Sch. Thomas J. Carroll, 8000 haddock, 1000 cod.

Sch. Matchless, 23,000 haddock, 4000 cod.

Sch. Mary DeCosta, 8000 haddock, 2000 cod, 1000 hake.

Sch. Yankee, 12,000 haddock, 1000 cod. Haddock, \$1.85 to \$3.50 per cwt.; large cod, \$3 to \$4.25; market cod, \$2 to \$3.35; cusk, \$2.

# A PORTLAND CAPTAIN LOST.

Struck by the main boom as it swung around, Capt. Edward H. Robertson of the sch. A. P. Parkhurst, was knocked overboard and drowned late Wednesday afternoon, while about 10 miles south of the Cape Elizabeth lightship.

The two members of the crew, Nicholas Brien and Harry W. Gallant, were out in a dory setting their trawls, and hearing the cry of the captain as he went overboard, Brien, who was nearest the vessel, rowed to it. By the time he got there Capt. Robertson had drowned, though his body was kept afloat by the heavy suit of oil skin.

Brien held up the body for nearly an hour before Gallant arrived, and during this time the craft drifted out to sea, it being necessary to go four miles before she was overtaken. The fishing sch. Albert W. Black came to the rescue and brought the captain's body to port.

### Value Of the Fisheries.

Discussing from a money-making viewpoint the operations of certain large fishing concerns, the New York "Wall Street Journal" of last week says: "The 1910 and 1911 balance sheets of some of the principal fishery companies exhibit such gratifying returns as to invite some sort of comprehensive view of the great industry in which they are engaged. Our own country leads with a grand total of \$54,000,000, followed by Great Britain with \$46,000,000, and Russia a good third, with \$36,000,000."

### Milwaukee Fisheries.

According to the fisheries report of Wisconsin, Milwaukee ranks second in the value of fish caught in the State during the past year, and third in point of weight of fish received. The total amount caught and landed in Milwaukee was 1,535,525 pounds, valued at \$100,619. Sturgeon Bay has a total of 3,160,300 pounds, valued at \$97,959.

# Mar. 29. AN ODE TO THE MODEST CLAM.

OLD POEM RECALLED BY RECENT  
STRENUOUS ATTEMPT ON  
LEASE LAWS.

To the Editor of the Times:—Owing to the strenuous work of the legislature in committee hearings and action on the clam question of the north shore, this effusion of John S. Adams of Dorchester, published in the Boston Journal in 1891 will probably be of interest to many readers.

WARD SIX.

### THE CLAM.

A long farewell to the turtle dove,  
Good by to the gentle lamb,  
A nobler theme this bard inspires,  
I sing of the modest clam.

For a clam is a party who bides his time,  
Each day he is growing fatter,  
Preparing himself to be eaten raw,  
Or fried in crumbs or batter.

Men hazard their lives for the bauble  
fame,

And die on the field of glory,  
But a clam is a hero, all the same,  
Though he does not get so gory.  
Clams are too wise to seek renown,  
Or like men to be food for powder,  
A clam is a treasure boiled or stewed  
And by no means had in a chowder.

Men sneak around with axes to grind,  
Saving the state and nation,  
But strictly to business the clam at-  
tends

In a less exalted station.  
Clams never move out of town in the  
spring

To secure a tax abatement,  
No clam was ever involved in debt,—  
And obliged to "make a statement."

Men scorch their throats with eight  
rod rum,

And guzzle rifle whiskey.  
But a clam prefers a cold water  
straight,

It isn't near as risky.  
A clam's a worthy position indeed,  
And worthily does he fill it.

No clam ever brained a man with an  
axe,  
Or closed him out with a skillet.

Men sometimes blow out their brains  
for love,

And are buried the daisies under,  
But was ever a clam seen moping  
around

With a broken heart, I wonder?  
No, his home is down in the mud, it  
is true,

And his chances are slim for in-  
struction,  
But his blood is cool and his heart  
is light

And he lives, I am told, by suction

The silver sharp wears a nail-keg hat  
And the tallest kind of a collar.

But did ever a clam pay you eighty  
cents

When he owed you an honest dollar?  
Did ever a clam steal a freeman's vote  
At a loaded shot-gun's muzzle?

Why this mighty nation spares these  
chaps  
Is the queerest kind of a puzzle.

Then hurrah for the clam—if we all  
behave

As well as this worthy shell-fish,  
We, ladies and gentlemen, boys and  
girls,

Shall never be proud or selfish.  
No man will swagger, get drunk or  
fight,

No woman will be a slattern,  
And gossip around in slip-shod shoes  
So take the clam for a pattern.

## Mar. 29.

### Caught On Quickly.

When the Cabots returned from their voyage of discovery in 1497 they informed the English of the abundance of fish in the seas around Labrador and Newfoundland. In 1517, just 20 years after the Cabots' announcement, mariners made their first voyage from England in quest of sea food in the deep North American waters.

### Was Famous Clam Digger.

George Fred Gifford, who at one time claimed the title as champion clam digger, died at his home in Dartmouth, Mass., recently, at the age of 74. A conservative estimate of the amount of clams dug by the venerable hoe and rake wielder is about 50,000 bushels.